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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY **Poland**

REPORT

SUBJECT **Information on Polish Roads**

DATE DISTR.

**31 OCT 1968**

*(general description,  
railroad viaducts  
and vehicle overpasses)*

NO. PAGES

**1**

REFERENCES

**RD**

DATE OF  
INFO.

PLACE &  
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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report containing fragmentary information on seven roads in Koszalin Voivodship, one main road between Warsaw and Sosnowiec, and one road in Katowice Voivodship. Descriptions of railroad viaducts and vehicle overpasses are included in the report.

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ARMY review completed.

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**POLISH ROAD DATA**Introduction

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The following is a list of locations referred to in this report with geographical and UTM coordinates:

	<u>Geographical</u>	<u>UTM</u>
BIALOGARD (BELGARD)	N54-00, E16-00	WV-6584
BIALY BOR (BALDENBERG)	N53-53, E16-50	XV-2174
BYTOM (BEUTHEM)	N50-21, E18-55	CA-5279
CHOJNICE (KENITZ)	N53-42, E17-34	XV-6953
CZAPLINEK (TEMPELBURG)	N53-33, E16-14)	WV-8235
CZESTOCHOWA	N50-48, E19-07	CB-6831
CZLUCHOW (SCHLOCHAU)	N53-40, E17-22	XV-5749
DRAWSKO POMORSKIE (DRAMBURG)	N53-32, E15-48	WV-5432
JASTROWIE (JASTROW)	N53-25, E16-49	XV-2121
KOSZALIN (KOSLIN)	N54-12, E16-11	WA-7706
KRAGI (KRAGEN)	N53-36, E16-34	XV-0541
KROLEWSKA HUTA (CHORZOW)	N50-19, E18-59	CA-5675
LABEDY (LABAND)	N50-20, E18-37	CA-3180
MIASTKO (RUMMELSBURG)	N54-00, E16-59	XV-2985
MYSLOWICE	N50-14, E19-09	CA-6767
MSZCZONOW	N51-59, E20-31	DC-6758
PIOTRKOW TRYBUNALSKI	N51-24, E19-42	DB-0996
POLCZYN ZDROJ (BAD POLZIN)	N53-45, E16-05	WV-7258
RADOMSKO	N51-04, E19-26	CB-9159
RAWA MAZOWIECKA	N51-46, E20-16	DC-4835
SIESTRZEN	N52-03, E20-43	DC-8167

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(List of coordinates continued:)

	<u>Geographical</u>	<u>UTM</u>
SITNO (HUTTEN)	N53-40, E16-40	XV-1047
SLAWNO (SCHLAWE)	N54-21, E16-41	XA-0925
SLUPSK (STOLP)	N54-27, E17-02	XA-3137
SOSNOWIEC	N50-19, E19-08	CA-6774
SZCZECINEK (NEUSTETTIN)	N53-43, E16-42	XV-1252
TOMASZOW MAZOWIECKI	N51-32, E20-00	DC-3109
WALCZ	N53-16, E16-28	WV-9804
ZABRZE (HINDENBERG)	N50-19, E18-37	CA-4275
ZLOCZENIEC (FALKENBERG)	N53-32, E16-00	WV-6732

1. CZAPLINEK-MIASTKO Road

This road, approximately 90 km long, led through the following towns, villages, and cities: KRAGI, SITNO, SZCZECINEK, and BIALY BOR. Its traveled way was 6 m wide; its sand and gravel shoulders were 1 m wide. The drainage ditches on either side of the road were approximately 70 cm wide at the top. Trees lined both sides of the road's entire length; they stood between the road's shoulders and drainage ditches. Where it passed through villages, towns, and cities, the road narrowed to approximately 5 m and was constructed of cobble stones.

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a. Construction

From CZAPLINEK to KRAGI the road was constructed of asphalt and was in fair condition. From KRAGI to SITNO it was constructed of concrete and was in very poor condition. From SITNO to CZAPLINEK it was also constructed of concrete, but its condition was good.

b. Road Bridge

This bridge, spanning a lake, was located at coordinates UTM-960422. The road approaches to this single span arch bridge were constructed of sand and rock fill-in; the arch was constructed of concrete and stone. The bridge was approximately 30 m long and 8 m wide. The approaches to the bridge were lined with concrete posts 120 cm high and approximately 2 m apart. The bridge was approximately 4 m above water level.

c. Road Hazard

There was a seven to eight percent down-grade in the road between SITNO and SZCZECINEK. This grade was approximately four kilometers long and Source claimed it constituted a driving hazard during wet weather.

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2. WALCZ-CHOJNICE Road

This road, approximately 100 km long, led through the towns of JASTROWIE and CZLUCHOW. Its traveled way between WALCZ and JASTROWIE was 6 m wide, and its wearing course was asphalt. The section between JASTROWIE and CHOJNICE was 8 m wide and was constructed of concrete. Both sections had shoulders 1 m wide of sand. The entire road was in good condition due to light traffic.

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3. CZAPLINEK-WALCZ Road

This road was approximately 40 km long. Its traveled way was constructed of asphalt and was 6 m wide; its shoulders were 1 m wide, of sand and gravel. The drainage ditches on either side of the road were approximately 70 cm wide at the top. Trees lined both sides of the road's entire length; they stood between the road's shoulders and drainage ditches. The entire road was in very poor condition

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4. SLUPSK-MIASTKO Road

This road was approximately 60 km long. Its traveled way was constructed of asphalt and was 6 m wide; its shoulders were 1 m wide, of sand and gravel. The drainage ditches on either side of the road were approximately 70 cm wide at the top. The entire road was in fair condition with the exception of the sections on the outskirts of SLUPSK and MIASTKO which were in very poor condition.

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## a. Railroad Viaducts

One railroad viaduct was located on the southern outskirts of SLUPSK at coordinates UTM XA-314365. The other was located north of MIASTKO at coordinates UTM XV-296878. Both viaducts were constructed of reinforced concrete.

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5. CZAPLINEK-DRAWSKO POMORSKIE Road

This road, approximately 30 km long, led through the city of ZLOCZENIEC. Its traveled way was 5 m wide and was constructed of fine gravel and tar; its shoulders were 1 m wide, of sand. The drainage ditches on either side of the road were approximately 70 cm wide at the top. The condition of the road was poor and it appeared to be quite frequently repaired in patches.

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6. CZAPLINEK-KOSZALIN Road

This road, approximately 100 km long, led through the cities of POLCZYN ZDROJ and BIALOGARD. Its shoulders were 1 m wide, of sand. The drainage ditches on either side of the road were approximately 70 cm wide at the top. The overall condition of the road was good.

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## a. Construction

From CZAPLINEK to POLCZYN ZDROJ the traveled way was 6 m wide and was constructed of asphalt. From POLCZYN ZDROJ to KOSZALIN the traveled way was 8 m wide and was constructed of concrete.

## b. Railroad Viaducts

There were several railroad viaducts on this road. Some were constructed of steel and others of reinforced concrete.

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7. KOSZALIN-SLUPSK Road

This road, approximately 70 km long, led through the city of SLAWNO. Its traveled way was 8 m wide and was constructed of concrete; its shoulders were 1 m wide, of sand and gravel. The drainage ditches on either side of the road were approximately 70 cm wide at the top. The condition of the road was fair except on the outskirts of SLAWNO, where it was very poor.

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8. SOSNOWIEC-LABEDY Road

This road, approximately 40 km long, led through the following cities: MYSLOWICE, KATOWICE, KROLEWSKA HUTA, BYTOM, ZABRZE and GLIWICE. From SOSNOWIEC to MYSLOWICE its traveled way was 6 m wide and was constructed of red clinker bricks, sand and gravel. Its shoulders were 1 m wide. This section of road was in fair condition. From MYSLOWICE to KROLEWSKA HUTA its traveled way was 8 m wide and was constructed of 10 cm square cut granite blocks set in cement; its shoulders were 1 m wide, of sand and gravel. This section of road was in excellent condition. From KROLEWSKA HUTA to LABEDY its traveled way was 6 m wide, constructed of asphalt; its shoulders were 1 m wide, of sand and gravel. This section of road was in fair condition, although there were many visible patches of frequent repairs. The entire road varied in width only when it led through cities on its route.

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a. Railroad Overpass

There were three railroad overpasses located between SOSNOWIEC and KATOWICE at coordinates UTM CA-670680, CA-636692 and CA-619695. These overpasses were all of the same type. They were of concrete slab and reinforced concrete construction; each was approximately 30 m long and 12 m wide and consisted of two spans. Each had reinforced concrete piers located in the middle of the road under the overpass; these supported it in the center. The clearance under the overpasses was approximately 15 m. They appeared to be in very good condition.

Another railroad overpass was located on the outskirts of GLIWICE at coordinates UTM CA-360742. It was a steel deck, girder type bridge, 6 m long and 10 m wide. Its single span was anchored to granite block abutments on either side of the road. The closeness of these abutments to the road constituted a traffic hazard at this point. The clearance under this overpass was approximately 5 m. The overpass appeared to be in fair condition.

b. Road Overpass

This overpass was located in KROLEWSKA HUTA at coordinates UTM CA-545742. It crossed over six railroad tracks. It was a steel deck, girder type overpass, 30 m long and 12 m wide. It had three spans which were supported by trestle piers. Its wearing surface was constructed of square granite blocks. Two sets of street car tracks were imbedded in the granite blocks, in the center of the wearing surface. The overpass appeared to be in good condition.

9. WARSAW-SOSNOWIEC Road

This road, approximately 280 km long, led through the following towns and cities: SIESTRZEN, MSZCZONOW, RAWA MAZOWIECKA, TOMASZOW MAZOWIECKI, PIOTRKOW TRYBUNALSKI, RADOMSKO and CZESTOCHOWA.

The section between SIESTRZEN and PIOTRKOW TRYBUNALSKI had a traveled way 7 m wide, constructed of asphalt; its shoulders were 1 m wide, of sand. The section between SIESTRZEN and MSZCZONOW was in poor condition, whereas the section between MSZCZONOW and PIOTRKOW TRYBUNALSKI was in good condition.

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The section between PIOTRKOW TRYBUNALSKI and SOSNOWIEC had a traveled way 6 m wide, constructed of red clinker bricks; its shoulders were 1 m wide, of sand. The overall condition of this section was fair.

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a. There were two identical single-track railroad overpasses located between WARSAW and SIESTRZEN at coordinates UTM DC-971820 and DS-918751. Both were single-span, steel-through-plate-girder overpasses anchored to stone and concrete abutments. Each was approximately 10 m long and 8 m wide. The road clearance beneath the overpasses was approximately 6 m.

b. Road Overpass

This overpass was located on the outskirts of CZESTOCHOWA at coordinates UTM CB-688290. this overpass spanned a railroad marshalling yard due to the large number of tracks and box cars in the area. It was a concrete slab highway overpass approximately 40 m long and 12 m wide; its height above the tracks was about 30 m. Its traveled way was 8 m wide and was constructed of concrete. Sidewalks approximately 2 m wide on either side of the overpass were also constructed of concrete. The approaches to the overpass had sand foundations with a 6 m-wide wearing course of cobblestone. As indicated on posted signs, each approach had an eight-percent grade, and each was about 1,500 m long.

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